



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Clark County

Petitioner,

vs.

Burlington Northern Santa Fe Railroad

Respondent.

DOCKET NO. TR-

PETITION TO MODIFY A HIGHWAY-RAIL GRADE CROSSING

USDOT CROSSING NO.: 092421N

By filing this petition with the Washington Utilities and Transportation Commission (UTC), the Petitioner alleges that public safety requires the modification of a highway-rail grade crossing under RCW 81.53.060. Modifications can include, but are not limited to, constructing median barriers, realigning a highway or railroad tracks, widening highways, constructing multiple tracks, or changes to crossing surfaces that alter the dimensions of an existing surface, the angle at which the tracks intersect a highway, or the vertical alignment of a crossing.

Section 1 – Petitioner’s Information

Clark County

Petitioner

Handwritten signature of Kenneth B. Lader

Signature

P.O. Box 9810

Mailing Address

Vancouver, WA 98666-9810

City, State and Zip Code

Ken Lader, Director of Public Works

Contact Person Name

Phone: (564) 397- 4185 Email: ken.lader@clark.wa.gov

Contact Phone Number and Email

Section 2 – Respondent’s Information

Burlington Northern Santa Fe Railroad
Respondent
2650 Lou Menk Drive
Street Address
Fort Worth, TX 76131-2830
City, State and Zip Code
2554 Occidental Ave. South, Suite 1A, Seattle WA 98134-1451
Mailing Address, if different than the street address
Alex Funderburg, Manager of Public Projects
Contact Person Name
Phone: (206) 625-6728 Email: alex.funderburgjr@bnsf.com
Contact Phone Number and Email

Section 3 – Crossing Location

1. Existing highway/roadway:	NW 122nd Street		
2. Existing railroad:	BNSF Railway Company		
3. GPS location:	Lat: 45.70762876 Long: -122.7209676		
4. Railroad mile post (nearest tenth):	130.460		
5. City:	Vancouver	County:	Clark

Section 4 – Railroad Information

1. Railroad company:	BNSF Railway Company		
2. Type of railroad at crossing:	<input checked="" type="checkbox"/> Common Carrier	<input type="checkbox"/> Logging	<input type="checkbox"/> Industrial
	<input type="checkbox"/> Passenger	<input type="checkbox"/> Excursion	
3. Type of tracks at crossing:	<input checked="" type="checkbox"/> Main Line	<input type="checkbox"/> Siding or Spur	
4. Number of tracks at crossing:	2		
5. Average daily train traffic, freight:	58		
Authorized freight train speed:	60	Operated freight train speed:	60
6. Average daily train traffic, passenger:	1		
Authorized passenger train speed:	79	Operated passenger train speed:	79

Section 5 – Current Highway Traffic Information

1. Name of roadway/highway:	NW 122nd Street		
2. Roadway classification:	Neighborhood Collector		
3. Road authority:	Clark County		
4. Average annual daily traffic (AADT):	660		
5. Number of lanes:	2		
6. Roadway speed:	25		
7. Is the crossing part of an established truck route?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
8. If so, trucks are what percent of total daily traffic?			
9. Is the crossing part of an established school bus route?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
10. If so, how many school buses travel over the crossing each day?			
11. Describe any changes to the information in 1 through 10, above, expected within ten years:	No changes anticipated within the next 10 years.		

Section 6 – Description of Public Safety Need

Describe and support the public safety need for the proposed changes. (RCW 81.53.060)

The intent of this railroad safety crossing project is to incorporate improvements which will prevent vehicles from circumventing lowered crossing arms.

Section 7 – Proposed Crossing Modifications

Provide a detailed description of the proposed modifications to the crossing. (RCW 81.53.060)

To improve safety, 50' of "Qwick Kurb" median will be installed on NW 122nd Street on the East side of the railroad track crossing and 75' of "Qwick Kurb" will be installed on NW 122nd Street on the West side of the railroad track crossing.

Section 8 – Sight Distance

1. Complete the following table, describing the sight distance for motorists when approaching the tracks from either direction after modification.

a. Approaching the crossing from **West** , the current approach provides an unobstructed view as follows: (North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	0
Right	200	0
Right	100	0
Right	50	0
Right	25	2,250
Left	300	0
Left	200	0
Left	100	0
Left	50	0
Left	25	3,500

b. Approaching the crossing from **East** , the current approach provides an unobstructed view as follows: (Opposite direction-North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	0
Right	200	0
Right	100	0
Right	50	0
Right	25	3,500
Left	300	0
Left	200	0
Left	100	0
Left	50	0
Left	25	2,500

2. Will the modified crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?

Yes No

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing.

22 feet - East Side, 23 feet - West Side

4. Will the modified crossing provide an approach grade of not more than five percent prior to the level grade?

Yes No

5. If not, state the percentage of grade prior to the level grade and explain why the grade exceeds five percent.

Approximate 12% - 13% Grade based on historical existing conditions.

Section 9 – Illustration of Modified Crossing

Attach a detailed diagram, construction plans, design drawings, map or other illustration showing the following:

- ◆ Proposed modifications.
- ◆ Layout of the railway and highway 500 feet adjacent to the crossing in all directions.
- ◆ Percent of grade.
- ◆ Obstructions of view identified in Section 9.
- ◆ Traffic control layout showing the existing and proposed signage and pavement markings.

Section 10 – Cost Apportionment

If the commission approves the modifications to the crossing requested in this petition, it will apportion costs in accordance with the applicable statutes. (RCW 81.53.130).

In the alternative, if the parties to this petition have reached an agreement related to apportionment of costs, please sign here to confirm:

Petitioner Signature:

Respondent Signature:

Section 11 – Respondent's Review

The undersigned represents the Respondent in the petition to modify a highway-railroad grade crossing.

USDOT Crossing No.:

We have investigated the conditions at the crossing proposed for modification. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree to the crossing modifications and consent to a decision by the UTC without a hearing.

Dated at , Washington, on the day of .

Printed name of Respondent

Signature of Respondent's Representative

Title

Phone Number

Email

Mailing address

Checklist prior to submitting petition:

- ✓ Ensure all petition fields are completed.
- ✓ Ensure parties sign Section 10 regarding any Cost Apportionment agreement, if applicable.
- ✓ Obtain signature on Respondent's Review (Section 11). *If the respondent fails to sign this section, advise UTC staff upon submission.*
- ✓ Attach copies of:
 - Illustration of crossing (described in Section 9).
 - Any other relevant documents to support the petition, including but not limited to support of public need, project documents, etc.

Submitting the petition: To officially file the petition, send the petition form and supporting documents via [E filing](#).

Questions: For questions, please contact:

<p>Mike Turcott Transportation Planning Specialist mike.turcott@utc.wa.gov (360) 764-0572</p>	<p>Tyler Whitcomb Transportation Planning Specialist tyler.whitcomb@utc.wa.gov (564) 669-0943</p>
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